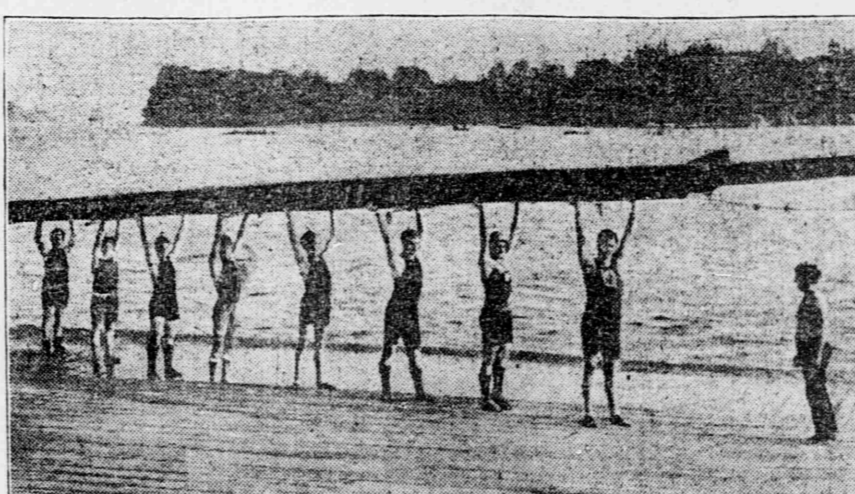


A DAY ON THE WATER WITH GEORGETOWN'S ASPIRING CREWS



Georgetown Second Crew.



Varsity Crew Lifting Their Shell.



The Varsity Crew.

The Old Jesuit Institution Now Boasts a Varsity, Second, Freshmen and "Prep." Crews, All of Which Are to Be Daily Seen Splashing in the Waters of the Placid Potomac River Above the Aqueduct Bridge. Personnel of the Crews.

NEVER before in the history of Georgetown University have the students manifested such interest in aquatics as has been shown this season. More candidates have turned out to contest for positions in the varsity crew than ever, and the ultimate result is calculated to be a fast crew to represent the Blue and Gray institution on the water at Annapolis next Saturday, and at Poughkeepsie on June 26.

Besides the varsity crew there are several others made up of men who are not quite good enough to occupy seats in the first eight, but are too good to be thrown out of the running. The second Georgetown crew, made up of men who are all considered substitutes for the varsity eight, and are to the last of them able to compete with the present occupants of seats in the varsity shell, is the fastest second crew that Georgetown has ever turned out. There is also a class, or freshman crew, which is doing excellent work, and in connection with the foregoing it would be well to say a word or two about the performances of the preparatory school lads, who work equally as hard, if not harder, than the huskier and more brawny sons of the historic old Jesuit institution.

Every bright day these four crews can be seen taking speedy spins on the placid Potomac, whose verdant banks Georgetown University adorns. The Georgetown boathouse is situated at the foot of Thirty-second Street, about a half mile from the Aqueduct Bridge. One of the best courses for practice for eight-oared shells is from a point about a mile above the historic Aqueduct bridge to the Georgetown boat house. This is the course which Coach "Pat" Dempsey, of the Georgetown crew, has picked out, and it is believed that for smoothness of water, as well as for other reasons, no better course could have been selected. The course is contiguous to the boat house, and that has a marked influence upon the numerous crew candidates, who do not like to walk any farther than they are absolutely compelled to.

Races Eagerly Watched.

One of the chief delights of the aspirants for aquatic honors, is to see the varsity and second crews race, which they do almost every day. Although some of the men occupying seats in the varsity boat may not like to see it in

print, it is generally known that the second crew has taken the varsity lads' measure several times, and once when Coach Dempsey lent his brawny muscles to the wearers of the G, with the oar run through it. The second crew, as above stated, is made up of strong, husky lads, who can turn a trick or two, with the oars, and the races between the regular varsity lads, and the substitutes are even and hotly contested.

All of the varsity men are in the pink of form and condition now, and if the middies do not meet their Waterloo next Saturday, the students of Georgetown University will be a sadly disappointed lot. The practice has been far more rigid than ever, and the men have turned out more regularly than in any previous year. Some of the crew boys would rather miss their meals than their daily spin on the water, and this conscientious, faithful training, it is believed, will bear good fruit. At any rate the boys' practice and training will not go amiss even though they never enter a race.

Although there remains one week before the first race of the Blue and Gray crew, it is not believed that there will be any more changes in the personnel of the varsity and second crews. On the contrary, it is believed Coach Dempsey will keep the men right where they are and concentrate his efforts upon those men who have been assigned positions in the two shells, in order to facilitate and expedite matters, and to save the time that would necessarily be taken up in breaking in new and less experienced men in the various positions.

Formidable Line-Up.

Georgetown's line-up is formidable one, and to those who know something about boat racing, it appears that the Blue and Gray will, in all probability, compare favorably not only with the future admirals at Annapolis next Saturday, but with Cornell, Columbia, Pennsylvania, Syracuse, and Wisconsin, the other crews entered in the Poughkeepsie regatta June 26. If the Blue and Gray lads do not finish a little closer to the winner this year than they did last, Coach Dempsey will be a badly disappointed man.

Dempsey has been practicing the varsity men in this order: Capt. Murray Russell, stroke; Hayden, 7; Bremner, 6; Curran, 5; Charlie Seitz, 4; Mahoney, 3; Eagan, 2; Backes, bow, and Schriver, coxswain. That will in all probability be the line-up of the crew

in races where the Blue and Gray is seen.

Captain Russell is the only man in the crew who was a member of the first Georgetown crew, which was organized four years ago. He will graduate at the college in June. Russell has won laurels on the football field, and is considered one of the best tackles that Georgetown has ever had. He is twenty-two years of age, heavily built, and hails from Virginia. He is an excellent stroke, and besides doing good work in the boat by his own efforts, inspires confidence in his men and gets the best possible results from the practice.

Hayden, also heavily built, 1905, medical, is a Washington athlete and a product of the Western High School. This is his second year in the varsity shell and he is doing better work this year than last. He rowed 3 last year, but he looks and works better at 7, hence the change.

The Breezy One.

"Vin" Bremner, 1905, law, comes from Chicago, and is naturally a windy individual. He occupies a room in the north building at the college, and is therefore naturally erratic. This is the first year he has been as near the water as he is this season, but despite that fact he is rowing like a veteran and has acquired a thorough knowledge of rowing, and is showing good form, plenty of grit, enduring power and nerve, and Coach Dempsey has no fears of things going wrong at 6 this year.

Joe Curran, '05, law, of shot-gun fame, will look after things at 5. He is a typical oarsman. He is an elongated, proverbial "Johnny Bostonbean." He is from Boston, and "prepped" at the Latin School, in the City of Culture. All the athletic world knows what Joe can do with the sixteen-pound shot, but all the athletic world does not know what he can do with the oars; he is just as good at that game as he is at putting the shot.

Charlie Seitz, 1905, law, is a New York boy, and consequently, stylish. He "prepped" at Fordham College, and showed a predilection for aquatics in his early life. He is a sprinter of no mean ability, and also looks well in a football suit, especially in the scrimmages, when he is invariably found in the thickest of the fray. He was on last year's scrub crew, and the experience then acquired benefited him greatly, and his rowing at 4 this season has been markedly good.

Poetic Mat Mahoney.

Mat Mahoney, 1905, college, is from Lowell Mass., the home of other poets as well as himself. He is a product of the Lowell High School, and it is said that Lowell did itself proud when it produced Mat. Mahoney played on the Georgetown football eleven last year, and also did good work with the scrub crew, last season. His work thus far this year, has pleased Coach Dempsey, and although 3 is a responsible position in a varsity crew, the consensus of opinion is that it is in capable hands.

Eylvester Eagan, 1903, college, comes from Buffalo. He is said to be a class orator, or may be one this year. He rowed at Annapolis last year, and did good work for the Blue and Gray crew. His work is fast, and he can always be depended upon. Eagan was recently given seat No. 2, in the varsity boat. Up to a few days ago, Grogan had the place, but Dempsey evidently made the change advisedly. Placing Eagan in the varsity boat, necessitated a change in the line-up of the second crew.

"Blonde" Backes, 1905, law, hails from Point Pleasant, N. J. It's a matter of

record at the Blue and Gray institution when it produced this fair-faced, popular, blue-eyed, young oarsman. He rowed with the scrub crew last year, but that in no wise reflects discredit upon him, for his work last year was such as to win admiration and commendation from all who beheld his marvelous development and rowing. Backes can also play a good game on the football field, and is usually around when there is a mix-up or a scrimmage on the gridiron. Up to a fortnight or so ago, he was hid away in the second shell, but Dempsey was not content to see such a capable, reliable and brawny lad in the second boat and placed him in the bow of the varsity shell, where he has done exceptionally good work. He is possessed of pure grit and a great amount of staying power, and is rapidly developing into an expert oarsman, and can hold his own with the best that Georgetown has produced since her brawny sons took to water.

In Schriver, the diminutive freshman coxswain of the varsity crew, the crew coach has one of the best little men that has ever handled the rudder of a Georgetown boat. Schriver weighs about 101 pounds, but he is an excellent coxswain, despite his stinging weight. The average weight of the men in the varsity shell is 160 pounds. All of them are muscular, and possess staying power. They have all thoroughly mastered the stroke which Dempsey invented for the use of the Georgetown crews. The majority of men in college, or university crews are trained to dip their oars in the water and take their time in swinging back on them. Dempsey believes that more speed can be made when the oars are dipped and the men pull back on them the instant they touch the water. It remains to be seen what results can be accomplished by the Dempsey stroke when performed by the varsity crew.

The second crew is fast. This has been exemplified by the fact that the varsity has been trimmed more than once by the doughty substitutes who will row the second Annapolis race Saturday, before the Georgetown-Annapolis crews take the water for their race. Atkinson, a student in the 1904 college class, which has been more or less appropriately termed the "Pride of Georgetown," is stroke of the second crew. He is from New Orleans, where Sam Owens came from. Last year he stroked his class crew and proved the real thing. He is a member of the Georgetown Glee Club, and some have accused him of having a silver-toned voice. Atkinson's work at stroke could not well be improved upon.

Belongs to Same Set.

Seth Shepard Jr., son of Judge Shepard, manager of the Glee Club and assistant manager of the Georgetown Boat Club, also has the distinction of being a member of the "Pride of Georgetown." He "prepped" at Georgetown and has been at the college three years. His good work on the water this year has already won for him the captaincy of the second crew, and may win him other things before the end of the scholastic year. Shepard rows 7.

Alex Borke, of football and debating society fame, will row at 6 this year. Last season he occupied a seat in the varsity boat, but as he has been selected as one of the Georgetown men to debate with the Columbian students, he gave up rowing. When Grogan was thrown out of the varsity boat, Eagan placed at 2 in the first shell, Grogan changed from 6 in the second to 2. Borke was given the place vacated by Grogan. Borke is a superbly built athlete, and

is one of the best football players at Georgetown. He may ultimately land in the varsity shell this season.

Asa Grogan, 1904, law, comes from Arkansas, where a number of steers are raised and his butting in does not surprise the aspirants for aquatic honors. Grogan rows 5 in the second crew. He played on the scrub football team last year and several other years. He turns out every year to contest for a position on the varsity team and it is believed that he will turn out next fall. Asa is a member of the Kaprian Club, one of the most exclusive organizations within the confines of the District of Columbia.

The elongated Thomas Kirby, who occupied seat number 4, in the second crew, is alleged to be an oarsman of ability, and it is said by some persons that he can row about as well as any man in the shell. He is a product of the District of Columbia and during his study hours he browses over the first year law books. Because of his height and slim build Thomas is regarded as a good man, and looks after his own at No. 4.

Teeven a Good Athlete.

Jim Teeven, 1906, college, hails from Revere, Mass. This is his first year at rowing, but he, too, rows like an old timer and is rapidly mastering the fine points of the game. He played on his class baseball team as well as his class basketball team, and is a good, clever all-around athlete. His rowing at 3 is above the average, and Dempsey is well pleased with his work.

Graham, 1905, college, comes from Texas. He rows in the second shell, and also rowed on his class crew last year. By way of mention, it might be well to say that this particular class crew won at the Georgetown University class regatta last year. Graham played on the scrub football team and did good work. He is a popular boy at the college and deserves great credit for his work.

Michael Kernan, the doughty manager of track and field teams at the college, is in the bow and hails from Ithaca, N. Y., and is said to have done some rowing on the Hudson before coming to Georgetown. This is his initial year on the water, but despite that fact his work has been fast and excited much favorable comment from Dempsey and others who have seen him in action.

Fairfax, another member of the "Pride of Georgetown," is the coxswain of the second crew, and a better one could not be found, even in the "Pride of Georgetown." He is also from New Orleans, and is a member of the Glee Club. He weighs less than the other members of the crew, but is a coxswain of ability despite his lack of ponderous avoirdupois.

This is the personnel of the two crews which will defend the Blue and Gray when the strongest college and university crews in this country are met.

Prep. Crew Strong.

The preparatory school boys, who have a strong crew, which is well organized and well trained, are out every day, and although they do not beat the varsity or even the second crew, they make it interesting for both, and their work has been above the average thus far this season. There are no preparatory school crews in the South, but in the Northern cities a number of the colleges, universities and high schools have crews made up of boys about the same age as the members of Georgetown's preparatory crew, and the managers hope to arrange a race or two for the

lads before the close of the season.

This is the first time in the history of Georgetown that there has been a preparatory school crew out for practice, and it is the intention of the managers to give the boys all the encouragement possible. Dempsey says there is good material in the school, and in these lads he sees athletes who will, on some future occasion, be literally "the pride of Georgetown," because of their work on the water.

The members of the preparatory crew are: McLean, stroke; Van Lindsay, 7; Douglas, 6; Lusk, 5; Simmons, 4; K. Edmonston, 3; Crumme, 2; Gaines, 1, and Jeffs, coxswain, with Cogan, Moran, and Hoffman as substitutes. All of the lads are doing excellent work and are in the pink of condition at the present time.

Because of the interest in the Georgetown and Potomac Boat Club crews, Director of Aquatics Zapponi, of Georgetown, and Coach Dempsey have arranged for a miniature regatta in which the crews of both clubs will participate to take place on the Potomac River this morning at 10 o'clock. There will be but one race, but that promises to be a hotly contested one from the start. Four crews will be entered in the event—namely, Georgetown University, the Georgetown second crew, Georgetown Preparatory School crew, and the first crew of the Potomac Boat Club.

The race will start from a point just opposite the Three Sisters, and the course will extend down to the Georgetown boathouse in order to make the race an even and interesting one as well, the Georgetown second crew will be given a handicap over the Potomacs and the varsity and the preparatory schools lads will be given a handicap over the seconds.

Few Invitations Issued.

A limited number of invitations have been issued by Graduate Manager M. J. Thompson, and those holding tickets will be accommodated on the Georgetown launch, or at the boathouse. A great deal of interest has been manifested in the coming race, and it is believed the event will be a more spirited one than

even Mr. Zapponi or Coach Dempsey anticipate.

It was originally planned by Graduate Manager Thompson to change the name of the Georgetown launch, which is now known as the "Tyro," and to have some sort of formal christening, but owing to an unforeseen delay the christening was put off until some future day.

Like the crews of all other colleges and universities, the Georgetown crews are a financial "frost." The Georgetown baseball and football teams pay for themselves and manage to maintain themselves without going in debt. Not so with the crews, of all the institutions which have them. A pile of money is annually expended on the crews, boats, launches, oars, coaches, boathouses and boat care, but not a penny does the crew give in return.

Thompson Soliciting.

Last year the rowing boards of Wisconsin, Columbia and almost all of the fast crews solicited money for maintaining the crews of the institutions from the citizens of the various cities, and this year Graduate Manager M. J. Thompson proposed to ask financial aid of the alumni and friends of Georgetown College.

It is a well-known fact that there are hundreds of Georgetown graduates and twice as many followers of Georgetown here, and although financial aid has not been asked up to this year, Manager Thompson believes that it is the best course to pursue and is within the propriety and keeping of other athletic boards.

It is said that each of the alumni and friends of the college will be asked to contribute a specified amount, approximately \$10. If such donations are forthcoming, Georgetown will be able to maintain her crew as other institutions do, and aquatics in Washington will be greatly benefited thereby.

A committee composed of alumni and students of Georgetown has been chosen to solicit and collect the donations, and it is expected that a sufficient amount will have been collected by the day the Poughkeepsie race is to be held.

SOME VALUABLE HINTS TO BILLIARD PLAYERS

In surveying the history and evolution of all games of skill, particularly those in which the mechanical element and equipment play a prominent part, there is almost always to be found a very gradual, although ultimately a very great, improvement both in the play and the instruments of play. This has been especially true of billiards.

Several professional players now prominently before the public, have reflected in their own careers and gradually increasing skill the enormous difference between a first-class expert of their early years, and the foremost exponents of the game today. A good "amateur" player of the present time is far superior in point of skill to the "champion" of thirty years ago. From a purely intellectual or theoretic viewpoint there should be no reason why a player should not continually improve and finally reach a very high degree of skill. Everyone, however, seems to have a "limit of ability," and no matter how much he may practice or study the game his improvement beyond that point amounts to but little. At a superficial examination of the proposition, there does not seem to be any connection between the shots as far as the probability of "counting" is concerned; that is, because a player makes one this apparently should not militate against his making the next, and so on, until he makes a very large run.

Energy Expended.

In making a shot, especially a "good" or successful one, there is expended a certain amount of energy; the player, after one shot, has not so much "accurate directing power" as he had before; after a long run his sum total of energy and mechanical accuracy begins to lessen, and finally he misses, very frequently on an easy shot. You will notice that hard or difficult plays are made much more frequently at the beginning of a run than near its close. It is said that Sutton, in one of the recent games at Paris with Vignaux, became extremely nervous at the close of the game, when he only had four points to make in order to complete his score. The reason for this is suggested in the above remarks.

Some styles of play are much more trying on the nervous system than others; at straight rail, for instance, the shots are comparatively easy to make, and "position play" is not so difficult, because the balls, when once gathered, may, according to the rules of the game, be kept together as long as the player's skill will permit. In the "bank-line" games, there is presented all the difficulty of "straight rail," with the additional very great handicap of having to scatter the balls every few shots, and bring them back again into position.

In the cushion games there is, perhaps, not so much nervous tension required, owing to the effects sought being not nearly so fine or delicate. Not nearly so much accuracy practice or "billiard ability" is needed to play three cushions as is required to play any of the bank-line games. In other words, the former style of play, paradoxical as it may seem, is very much easier than the latter; a good billiardist might play many games of three cushions with the very best player in the world, and beat him almost one-half of the games, and yet could not beat him one game in twenty-five at bank-line; this shows that some of the essentials of good billiards, position play, and general management of the balls, are absent from three cushions.

Different Styles of Play.

The history of the different styles of billiards, and their evolution from the easier forms to the most difficult is, indeed, interesting.

The three-ball carom game first began to be played in this country about thirty-five years ago. The games of those days, as compared with the extraordinary averages and runs made at the present time, present a startling contrast. A run of 50 at straight rail at that time was considered very good, even for the very best players, whereas now, the amateur with pretensions to play the game who cannot make 30 at the bank-line game is considered "not much."

The last match game of any importance at straight rail was played about 1890, at San Francisco, in which game Schaefer made a run of 3,000, playing three nights to accomplish this feat of skill and endurance.

"THREE CUSHIONS."

AMERICAN YACHTS IN THE KIEL REGATTA

Emperor William of Germany is preparing to show his friendship for America by arranging the Kiel regatta races on a plan different from that heretofore pursued. In order to make the great racing season there most attractive to foreign craft, the Emperor has decided to have the contests in two classes instead of only one, as heretofore. It is announced this change of program will especially benefit American competitors.

Emperor William's yacht, Meteor III, built in this country, and christened by Miss Roosevelt at the time of Prince Henry's visit to the United States last year, is a cruising yacht, while the Rainbow, the leading boat opposing her, is a racing yacht. The latter is owned by Hamburg men of prominence, who had the Emperor's backing in order that he might have a craft against which to race Meteor III. Because of the difficulties of ascertaining fair allowances of time to put the yachts on an equality, the Emperor has decided to have two separate classes instead of one as before.

Arranging the Details.

A joint committee of the Eastern Yacht Club of Boston and the Kaiserliche Yacht Club of Kiel will arrange the details. Regarding the regatta plans, Captain Schaefer, naval attaché of the German embassy, said today:

"The Kiel regatta this year will be held from June 20 to August 16, in which interval there will be twenty-nine separate racing events. Most of these will take place off the coast. This is the thirteenth year of the contests under direction of the Imperial Club, of which the Emperor is commodore, and Prince Henry of Prussia, vice commodore, and the honorary members including the

Empress, the King of Belgium, the Arch Duke of Oldenburg and twenty princes and princesses from Germany, Greece, Japan, Austria and Monaco.

"The gala week this year will be from June 25 to July 3, and it is at this time that the proposed new class of contests for American yachts will most probably be held. It has been pointed out that heretofore the chance of cruising yachts has been too small in competition with racing yachts, hence the decision to give each a separate class.

Races to Be Sailed.

"Nine American yachts attended the regatta last year, including those of Peter A. B. Widener, of Philadelphia, and Mrs. Goeltz, of New York. Altogether there were forty-six foreign yachts. By the new classification this number may be increased considerably, it is believed. One hundred and ninety-eight yachts, many of them small craft, however, are registered in the Imperial Yacht Club, and there are 2,000 members enrolled.

"The regatta will begin with the race of the English and other foreign yachts from Dover to Heligoland, a distance of 235 miles. This brings the visitors to Kiel at about the same time. After the regatta is over, they race back again to Dover. The longest race in the regatta proper is from Kiel to Travemünde, seventy-eight miles. The other events are of thirty nautical miles for the big boats, twenty for the next size, and ten for the small craft. Ratings are now in course of preparation by the representatives of the club at Boston and at Kiel to afford an unusually fair chance for foreign boats. The Emperor is especially anxious for the success of this board, which will give the greatest and most sportsmanlike opportunity to American yachts."